

Message Text

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ACTION EUR-12

INFO OCT-01 ISO-00 PM-04 NSC-05 SP-02 SS-15 L-03 CIAE-00

INR-07 NSAE-00 SAM-01 OMB-01 SSO-00 NSCE-00 INRE-00

EURE-00 A-01 OC-05 CCO-00 /057 W

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O P 081701Z JAN 76

FM AMEMBASSY ATHENS

TO CINCUSNAVEUR IMMEDIATE

INFO SECSTATE WASHDC IMMEDIATE 2068

SECDEF WASHDC PRIORITY

CNO PRIORITY

USCINCEUR PRIORITY

COMSIXTHFLT IMMEDIATE

COMFAIRMED IMMEDIATE

USDOCOSOUTH PRIORITY

CJUSMAGG ATHENS

C O N F I D E N T I A L ATHENS 0170

E.O. 11652: GDS

TAGS: MARR, GR, US

SUBJECT: USE OF SOUDA AB

REFS: A - 75 CINCUSNAVEUR (DTG 221754Z SEP 75)

B - 75 CJUSMAGG (DTG 031340Z OCT 75),

C - 75 STATE 258327 (DTG 311725Z OCT 75),

D - 75 ATHENS 8484 (DTG 041701Z NOV 75),

((ALL NOTAL))

SUMMARY: DCM STEARNS' JANUARY 5 MEETING WITH DEFMIN
AVEROFF REVEALED GREEK HESITATION TO RELAX CURRENT RE-
STRICTIONS ON USE OF SOUDA AB UNTIL CLEARER UNDERSTANDING
GAINED OF VOLUME OF FLIGHTS INVOLVED. GREEK PREFERENCE
STATED FOR REVERSION TO LEVEL OF FLIGHT OPERATIONS FORESEEN
IN 1959 AGREEMENT. MORE DETAILED INFORMATION IS NEEDED
BY EMBASSY TO PURSUE MATTER FURTHER WITH AVEROFF. END SUMMARY

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1. IN ANTICIPATION OF WASHINGTON CONSULTATION REGARDING

THIRD ROUND OF BILATERAL CONSULATATIONS, DCM STEARNS MET WITH AVEROFF JANUARY 5 IN A FURTHER FOLLOW UP TO AMBASSADOR'S NOVEMBER 4 MEETING (REF D). AVEROFF, WHOSE ATTENTION HAD BEEN DRAWN SEVERAL TIMES TO UNANSWERED CJUSMAGG LETTER OF OCTOBER 3 (REF B), MOST RECENTLY BY CJUSMAGG ON DECEMBER 23, FELT THAT FLIGHT OPERATIONS AT SOUDA AB OUGHT NOT TO EXCEED THE LEVELS PROVIDED FOR UNDER THE TERMS OF THE JULY 13, 1959, AGREEMENT. STEARNS NOTED THAT THIS WOULD BE A CONSTRUCTIVE STEP COMPARED WITH LIMITATIONS IMPOSED OVER LAST 18 MONTHS AND WOULD BE BASICALLY IN KEEPING WITH THE SIXTH FLEET REQUIREMENTS PROVIDED BY CJUSMAGG. AVEROFF REFERRED POSITIVELY TO PROVISION IN 1959 AGREEMENT PROVIDING FOR PERIODIC STATIONING OF MARITIME PATROL AIRCRAFT, NOTING THAT THIS MIGHT BE POSSIBLE. AVEROFF ALSO INDICATED TO STEARNS THAT WHILE MEETING CARRIER ALERT/DIVERT REQUIREMENT EXPRESSED IN CJUSMAGG LETTER PROBABLY WOULD NOT BE DIFFICULT, THE CARGO/TRANSPORT FLIGHT REQUIREMENT WAS A POTENTIAL PROBLEM. HE WONDERED HOW LONG THREE FLIGHTS PER DAY WOULD CONTINUE AND WHAT TOTAL VOLUME OF SUCH FLIGHTS WAS IMPLIED BY PHRASE "DURING PERIODS THAT A U.S. NAVY CARRIER TASK FORCE IS OPERATING IN THE EASTERN MEDITERRANEAN..." HE EXPRESSED A DESIRE TO BE HELPFUL BUT WISHED FIRST TO HAVE A CLEARER UNDERSTANDING OF WHAT TOTAL SIXTH FLEET REQUIREMENTS MIGHT BE. STEARNS INDICATED THAT MORE SPECIFIC INFORMATION WOULD BE OBTAINED AND THAT THE EMBASSY WOULD BE IN TOUCH WITH HIM AGAIN SOON.

2. WE WOULD LIKE IN OUR NEXT CONTACT ON THIS SUBJECT TO GO TO THE GOG WITH SOMETHING QUITE SPECIFIC. FOR EXAMPLE, AVEROFF APPARENTLY HAS DIFFICULTY EQUATING THE STATED REQUIREMENT (REF B) FOR TWO COD FLIGHTS AND ONE C-130 FLIGHT PER DAY WITH THE "OCCASIONAL AND BRIEF USE" FORESEEN FOR SUCH AIRCRAFT IN ARTICLE 3(D) OF THE 1959 AGREEMENT. ALTHOUGH THE DAILY REQUIREMENT FOR FLIGHTS IS SPECIFIC, INFORMATION ON THE ANTICIPATED FLIGHT FREQUENCY ON A MONTHLY OR QUARTERLY BASIS WOULD PROVIDE AVEROFF WITH THE BASIS FOR MAKING WITHIN GOG COUNCILS A BETTER-REASONED STATEMENT OF SIXTH FLEET REQUIREMENTS. WE WOULD ANTICIPATE THAT THE LIKELIHOOD OF GOG ACQUIESCENCE

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WILL BE IN PROPORTION TO THE MODESTY OF THE REQUIREMENT, AND SUGGEST THEREFORE THAT A MINIMAL STATEMENT OF NEEDS IS IN OUR BEST INTEREST. IT HAS BEEN OUR EXPERIENCE THAT SPECIFIC, REASONABLE REQUESTS ARE MORE LIKELY TO BE ACCEPTED THAN MORE GENERAL REQUIREMENTS.

3. WE WOULD PLAN ONCE MORE TO DISCUSS THE SITUATION INFORMALLY WITH AVEROFF AS SOON AS THE NEEDED INFORMATION

CAN BE PROVIDED, PERHAPS TO BE FOLLOWED LATER BY A
FORMAL STATEMENT OF OUR REQUIRMENTS.
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